

The Indiana Teamster

"Serving the Indiana Teamster Movement"

Vol. V

Indianapolis, Indiana, March, 1946

No. 6

INDIANA

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TEAMSTER LEADERS PICKET HICKS LOCKOUT

Rep. DeLacy Brands Case Bill As Aid to Big Business Only

(Here is part of a speech you did not read in the newspapers or hear over the radio. It was delivered in the House on February 1 by Congressman Hugh DeLacy of Washington state, in a vain but valiant effort to prevent the passage of the Case Bill. He branded the bill as part of an industrial conspiracy against labor, farmers and small business men to open the way for an era of uncontrolled corporation profits.)

Many members have been astonished at the meteoric course of the Case Bill, over the so-often insurmountable obstacle of the Rules Committee, and to the House floor for debate and adoption, all within three days and without any hearings before any committee.

It is true, of course, that key reconversion bills urged by President Truman to keep the people's purchasing power from collapsing are still pigeonholed in committee.

It is true that Congress has not rushed to pass a full employment bill.

It has not rushed to protect farmers, business men and workers against the catastrophic effects of a 20-million-dollar cut in national income expected for this year.

It has not rushed to meet America's critical housing needs. It is not hurrying to end substandard wages through passing as a beginning, a 65-cent-an-hour national minimum wage.

Congress is not moving swiftly to end steadily rising prices, through renewing and strengthening OPA.

No Filibustering vs. Rich

Congress passed in 28 days a tax relief bill which gave America's richest corporations—a mere handful—over two billion in tax relief, but it is not rushing to pass a nation-wide emergency unemployment compensation measure, asked for re-

(Continued on page 3)

5 INDIANA TORIES VOTED FOR CASE BILL

Vote of Indiana's congressmen on the Case Bill was as follows:

In Favor
Gillie, Grant, Halleck, Landis, Springer, Wilson.

Opposed
Ludlow, Madden, LaFollette, Johnson.

Not Voting But Favoring
Harness.

WILLETT IN STATE-WIDE AGREEMENT

After a long series of negotiations, the Willett Co. of Indiana, Inc., has signed a blanket Over-the-Road agreement with all Teamster locals of Indiana.

The agreement grants increased pay and improved working conditions to all union drivers working for the company in this state, retroactive to November 16, 1945, and effective until November 15, 1947.

Additional back pay is given to members of Local No. 144, Terre Haute, by terms of a previously signed agreement.

The blanket agreement was obtained by a committee of Teamster officials, headed by Emmett J. Williams, secretary-treasurer of Local No. 135, Indianapolis.

In addition to the Indianapolis Teamsters, local unions covered by the agreement include the following:

No. 414, Fort Wayne, Pat Hess.

No. 759, Kokomo, O. B. Chambers.

No. 364, South Bend, Walter E. Biggs.

No. 369, Muncie, D. E. Mahoney.

No. 691, Richmond, James K. Katz.

No. 417, Vincennes, Charles Miller.

No. 543, Lafayette, S. W. Helton.

No. 144, Terre Haute, George Skerce.

Rate of Pay

By terms of the new blanket agreement, the rate of pay for drivers on all runs other than peddle runs will be as follows:

| | Per Mile |
|--|----------|
| Single Axle Units | 4c |
| Tandem Axle Units | 4 1/2c |
| Double Bottom Units, Jeeps or a Combination of Vehicles or Units | 5.4c |

plus the following additional allowances:

(a) Time spent in making pickups and/or deliveries at points en route and intermediate terminals shall be paid for at the minimum rate of \$1.02 per hour. Time lost through delay in pickups and/or deliveries at intermediate terminals shall be paid for at the minimum rate of pay of \$1.02 per hour. Mileage in making pickups and/or

(Continued on page 3)

Would Compel Lebanon Plant To Cease Violating Contract

Teamster union officials of Indiana representing Joint Council No. 69 and the Indiana State Drivers Council joined a picket line during February at the Hicks Body Company, Lebanon, in an effort to compel the company to keep faith with its employees.

The company has locked out members of Teamsters Union No. 543, in connection with a general lockout of the big Federal Labor Union 22207 (AFL), according to S. W. Helton of Lafayette, representing the Teamsters.



S. W. HELTON

The company has violated its contract with both unions.

It has thumbed its nose at the National Labor Relations Board, refused to comply with the order of that government agency to live up to its contract with the unions.

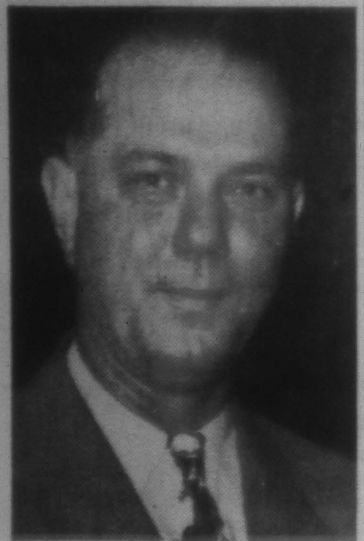
It has refused to grant the 10 per cent increase recommended by the NLRB—refused to give the back pay recommended by that agency—refused even to discuss dealing collectively with its employees.

The Hicks Company has assertedly imported "strike-breakers" armed with knives, gas pipe, chains and clubs. And the company has employed these strikebreakers to use their weapons on the union pickets, including women—

which is designated as inciting to riot, in charges filed with

(Continued on page 4)

LOCAL 759 SIGNS CITY FREIGHT PACT



O. B. CHAMBERS

KOKOMO—Local Union No. 759 has finished negotiations on City Freight contract. Some of the concessions covered in the new contract were a 13 per cent increase of all classifications in the contract, except help in the garage, in which the members obtained a 22 1/2-cent-an-hour increase. Negotiations were conducted for the union by O. B. Chambers and staff.

This gives a 48-hour week and time and one-half after an eight-hour day; one week vacation with pay after one year service and two weeks after five years service; also four hours' pay with no split shifts for each time put to work.

This blanket contract covers the towns of Peru, Wabash, Kokomo, Logansport and Rochester and vicinities, and is set up on the basis of terminal seniority.

TERMS DRAWN FOR OPEN ROAD

The Open Road Construction contract, which will be presented to the Road Contractors Association, was read and discussed by a committee attending the two-day monthly meeting of the Indiana State Drivers Council, February 15 and 16.

The committee was headed by George D. Campbell of South Bend. On motion of O. B. Chambers, Kokomo, seconded by E. C. Wilkes, Michigan City, the proposed contract was ordered to be drawn up and presented to the contractors for negotiation.

Addition to the three delegates named, those on the committee were: Steven Toth, president of the State Council; James K. Katz, Richmond; D. E. Mahoney, Muncie; Charles Newman and Harry D. Cole, Hammond; Elmer Nolan, Clinton; and M. J. Angel, Evansville.

DEATH OF FRANK ROHR

J. E. Deets, head of Teamsters Union No. 716, Indianapolis, reports with regret the passing of a long-time member, Frank Rohr, of American Aggregates Co.

GIs BACK AT MAYFLOWER

A number of returning GIs are being welcomed back to the Aero Mayflower Co. and by their fellow members of Teamsters Union No. 193, according to Charles Eskew, shop steward.

MOTOR LAWS BOOK OUT

Every phase of the Indiana statutes affecting automobiles is covered in a booklet published by Rue J. Alexander, secretary of state.

MAYFLOWER SIGNS NEW UNION PACT

Substantial wage increases and improved working conditions are provided for 315 or more members of Teamsters Union No. 193 in a contract just signed with the Aero Mayflower Transit Co., according to a report made by Michael C. Granat, union head, to the Indiana State Drivers Council.

Columbia Terminals, Granat reported, also has signed with the union, giving very substantial pay increases, with vacations of one week after one year of service and two weeks after three years.

Negotiations Opened

Negotiations have been reopened by Teamsters Union No. 716, headed by J. E. Deets, for contracts with Polar Ice & Fuel Co., Broad Ripple Ice Co. and the Indianapolis Paint and Color Co.

STOKELY SIGNS WITH 233

Leo Bauer, head of Teamsters Union No. 233, reports signing a contract with Stokely Foods, Inc., giving Indianapolis drivers increased pay and improved working conditions, retroactive to February 1, 1946.

TWO SIGNED BY LOCAL 135

Teamsters Union No. 135 has just signed contracts with the Red Rock Bottling Co. and Canada Dry, giving wage increases and improved working conditions to union drivers in Indianapolis and vicinity, according to a report by Emmett J. Williams, union secretary-treasurer.

Birdsong Heads Trades Council



CLYDE BIRDSONG

EVANSVILLE—Clyde Birdsong, Teamsters Local No. 215, has been re-elected president of the Building and Construction Trades Council.

Serving with Birdsong during the year will be Lonnie Harris, Construction Laborers No. 561, vice-president; Howard Lewis, Sheet Metal Workers No. 96, recording secretary; William T. Schulze, Carpenters Local No. 90, financial secretary-treasurer, and Gilbert Fox, Elevator Constructors No. 61, sergeant-at-arms.

Trustees are Arthur Watkins, Operating Engineers No. 181, named in the recent election, and Henry Kuhn, Paperhangers Local No. 464, and Otto Moers, Bricklayers Local No. 1, holdover members.

Majority Not Striking

While collective bargaining has broken down in a few big industries, 50,000 union agreements are functioning today and helping to keep the peace on the industrial front.

That significant point was made by Edgar L. Warren, director of the U. S. Conciliation Service, in an address to the Chicago Association of Commerce.

"Every day approximately 100 of these contracts are being reopened and rewritten, and every day literally thousands of grievances are being settled under the terms of these existing agreements," Warren explained.

It was to be expected, he said, that after the strain of the war, long hours of work, and wage freezing, the coming of peace should lead to an outburst of disputes. Actually, however, in the vast majority of cases, labor-employer differences are being settled without stoppages, he stressed.

"The wonder is not that there is so much industrial strife, but that there is not more!" Warren insisted. "The wonder is not that there are interruptions to production, but that the reconversion program is proceeding."

Why They Want Strikes

One of the frankest admissions so far made that employers are using tax "savings" to finance a war against labor has come from a big textile plant in Union Point, Ga.

It is owned by the Union Manufacturing Company and union workers have gone on strike because the management refuses to put into effect National War Labor Board orders.

In response, the company, in a circular distributed to employees, brazenly boasted that it will lose nothing from the walkout.

"Any losses we sustain in 1946 will be made up to us by the government out of our profits in 1944 and 1945," the circular declared.

What the company referred to was that, under the "carry-back" provisions of the tax laws, passed by Congress to facilitate reconversion, it will be entitled to rebates from Uncle Sam which will be sufficient to take care of any losses it may sustain in the next two years.

Books Would Tell All

The public, so often appealed to by the anti-labor press of the country in an attempt to marshal public opinion solidly against organized labor, has a right to demand information on a good many things which management and industry are very anxious to keep quiet.

Take, for instance, Steel.

There are 18 principal steel companies in the country. Of these, one of the smaller ones, the Lukens Steel Company, for the 36 weeks ending in June, 1945, earned only \$40,960 net profit after taxes.

But under the carry-back provisions of the tax law, the Government sent Lukens a tax-refund check for \$300,600, making the company's net profit for the year \$407,568.

Yet the average net profit of Lukens for the peacetime years of 1937-1939 are shown by the company's books to have been only \$7,000 a year.

Under the same convenient—for corporations—arrangement, United States Steel will get a tax refund this year of \$67,340,000.

Bethlehem Steel will get \$17,563,000.

Republic Steel will get \$6,370,000.

Jones & Laughlin will get \$7,280,000.

And so on. Who says there is no Santa Claus? Yet those who are the loudest in their support of "enterprise" are the very ones (i. e., Taft, Wherry and their kind) who are always warning against "the United States playing Santa Claus" when it comes to foreign trade, to feeding the world's starving millions, etc.

And bear this in mind: Every corporation which paid excess profits tax, besides Big Steel, including Big Auto, Big Chemical, Big Oil, and all the other billion-dollar companies, are not only having their taxes lowered as of the first of the year, but they are also getting billions of dollars of tax money refunded.

These billions are being refunded to them whether their factories ran or not. In addition, they all have billions which they piled up during the war, during which business was good indeed, and already huge fortunes ballooned to swollen proportions out of all semblance to their former figures. This in spite of taxes! This to which the refunded taxes will now be added.

The workers who were in earnest enough to starve for a principle, when they struck were not paid for idle time. But the big companies could sit back and smile, and live on their fat and on the fat of the land. They will even be paid in the form of refund checks for their idleness.

That's why they don't want anyone to "look into the books and see."

Joe Williams Says:

Be considerate of the pedestrian. He has his faults—
But faults are not Crimes Punishable by DEATH.

IN THE KNOW WITH KOKOMO

By O. B. CHAMBERS

We have signed a contract with Willett of Indiana, Inc., covering their over-the-road operation and city cartage in Logansport, and have also signed the city cartage contract covering Winegardner Transfer Company in Logansport.

The coal contracts have been settled covering the coal operators in Kokomo with 15 per cent increase for yard men and truck drivers in the following yards: Coady Coal Co., Hansell Coal Co., Consolidated Coal Co., Ellis Coal Co. and Sumption-Heady-Hunt Coal Co. These men also receive three hours for show-up time with one week vacation after one year service.

We are still working on the Safety Cab Line and hope by the end of the month to have this cab company organized 100 per cent. It will be the first cab company we have organized in our territory.

We are sending out notifications to the Armour Creameries in Rochester asking to open negotiations for a new contract, as the old one expires May 1, 1946.

We are notifying General Tire and Rubber Co. in Wabash to open their contract, as the old one expires March 27, 1946, covering dock men, shipping and receiving clerks and truck drivers.

Local No. 759 wishes to express its deepest sympathy to the family of Caylus Harrison, who worked at Courier Express and recently passed away.

We are holding a series of meetings to cover the dump truck operators in our jurisdiction to set up scales for the work this spring in our territory. All dump truck operators are urged to get in touch with this office. The committee appointed by the Indiana State Drivers Council to make up contracts covering open road construction has a contract ready to present to the road contract association, which was finished at a two-day meeting held at the Claypool Hotel in Indianapolis.

Local No. 759 was represented by O. B. Chambers on a wage committee set up in Howard County covering a bridge construction job in the county.

Jesse Gooch of the Courier Express has gone to the hospital for an operation. We wish him a speedy recovery and hope to see him back soon.

With the steel strike settled we are in hopes a lot of our boys who have been idle during the strike will again be back to work, and everyone will be happy.

The Indiana Teamster

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Vol. V

No. 6



By Al Lindahl

Jan. 1—A little late with a Happy New Year and better understanding for all Unions.

Jan. 2—If business is any indication of what is to come, this is going to be a banner year.

Jan. 3—The gang is getting just like old times, in fact it is about 50 per cent G. I.

Jan. 4—Missed last month, so cigars from Clem Deka and Eddie Rzepka on a couple of brand new teamsters last month.

Jan. 5—Bobbie Singleton counting the days till "Jo" gets back from Indianapolis.

Jan. 6—Frank Kaniewski found a way to keep his hands warm while ice fishing. It's hell, ain't it, Frank?

Jan. 7—Welcome mat out for Bill Tidwell, back on the job as finishing cellar boss.

Jan. 8—Brand new Terry Michael Makleski arrived today. Lots of luck to Grace and Ernie. P. S. I think Bill Hansen signed him up already.

Jan. 9—Gordon Weist still looking for a poker game. With his luck, I would too.

Jan. 10—Congratulations, Lucille, on your 20th anniversary. You unlucky woman!

Jan. 11—Hear that John Caddy and Lillian Williams are going to combine their families and assets.

Jan. 12—Took a nice ride with Joe Benko, until we tied with the Penn. R. R. Results: A wrecked Nash and gashed snozz.

Jan. 13—Danny Farkas must like sardines, according to the fish he catches.

Jan. 14—"Iggy" Strantz is a Joe Scheidl for two weeks.

Jan. 15—A big party is planned for all returning Vets in the near future, so get ready for a dandy. Sponsored by the Portage Conservation Club. See you then, Walt Biggs.

Jan. 16—"Junior" Williams back from Germany and pappy "Sam" takes off for Mississippi.

Jan. 17—In case you see "Bud" Hodges coming your way on the highway with a large grin, give him plenty of room. Cause: A brand new tandem.

Jan. 18—George "Coon Dog" Irons has left the dogs and now is known as the "Deacon."

Jan. 19—Olga and Frank Weber are now known as Gravel Gertie and Gravel Pete from the gravel pit.

January 20—"Hunky" Joe Takacs back from Japan, so I should look for a new job.

Jan. 21—Who wins the arguments between George Popp and "Red" Marley?

Jan. 22—"Monya" Kazmarek is doing a good business with his bake goods. I hope the little woman knows about it, "Monya."

Jan. 23—Whatever became of George Popp's "Jack?"

Jan. 24—All you folks down Kentucky way look out as Florence Hamilton is down there on her vacation.

Jan. 25—As I have said before, Bill "B. A." Hansen will have to put some teeth in his work.

Jan. 26—Some day I will catch Tom Hedrick without "Kings."

Jan. 27—Joe Wieger, Joe Benko and Joe Farkas ice fishing at Culver. Results: One small perch.

Jan. 28—Good news today as the "Hunky" starts back to work as well as Jerry Palmer.

Jan. 29—Told to report that Carrie Merritt and Harriet Hitt have sore throats.

Jan. 30—"Red" Johnsen back on the job after an operation on his elbow. What's the matter, Red, did it slip off the bar?

Jan. 31—This has been a swell month and we should all remember that a little time spent on the thoughts of others might make this a better place to work.

"MAKE MINE DREWRY'S!"

IT'S THE BOSS HE'S GOT!

By M. COPLEN, Local No. 543, Frankfort

As far as anyone can tell,
One thing is usually wrong,
The Boss never tries to please—
His drivers as they should be done;
He has them hurry to and fro
Like a cinder that's on fire,
Without trac-trailer brakes, no lights
Nor inflating up the tires.
He requests them not to want to sleep.
Nor rest that should be got,—
Just keeps them on a rumbling
In speedy high, the tractors hot.
A breakdown then it's all a flutter—
With the equipment or the wheel,
The motor starts to sputter'n
Or the mechanism squeals,
He rams the throttle full speed ahead
An angry effort, die or bust,
Might be the trailer disengaging
Or the fifth-wheel cracks and rusts.
An S. O. S., a call is sent
To the nearest terminal place
For a mechanic, truck or wrecker
To engage a pull embrace;
A shove here, a hitch in front,
Or one behind in the groove,
Gotta' get the job a'rolling
The freight must be on the move;
It's an outbound load, important—RUSH
Boss said, "Go on," the driver, not much,
Fixin's must be done, no safety is oked,
Keeping up maintenance, our drivers are delayed;
Halfway between cities, drove insane and cold
It's always, "Get Goin'," we simply can't hold,
This freight for the consignees and shippers too
'Cause then all's lost, might as well be blue;
And throw all the business into a melting pot
It's not the fault of the driver,
IT'S THE BOSS HE'S GOT!

No. 135 Member Killed on R. R.

James Martin, member of Teamsters Local No. 135, was killed February 5 when his truck was



struck by a Pennsylvania passenger train at Sumner Avenue, Indianapolis.

His body was hurled by the impact. There were no flasher signals at the crossing, according to *The Indianapolis Times*.

Mr. Martin was 54 years old and lived at 954 Cedar Street.

A driver for Hayes Freight Lines, he came to Indianapolis from Gallatin, Tennessee, in 1920.

Survivors are his wife, Mrs. Mary Elizabeth Martin; a step-daughter, Miss Louise Dixon; a brother, Frank Martin, and three sisters, Mrs. Velma Dorris, Mrs. Hazel Crowder and Mrs. Fannie Cooper.

UP-TO-DATE WITH NO. 188

By SWEDE WAECHESTER

Don't forget your general meeting, March 5.

Our president, C. E. Davis, with the cooperation of Local No. 233, has organized and secured a signed contract with Wadley Co. A closed shop and checkoff, with a nice increase were some of the things obtained. About 80 people were involved. Congratulations, C. E.!

We are about to sign a new contract with Capitol Dairies.

Brother Eldson, who had such a bad accident at Sheridan, is getting along nicely.

Keep after those Home Made Pie men. Who knows, maybe they will be members of ours sooner than we think.

Does your milkman carry a union card? It won't hurt you a bit to ask him.

Please send me something to print in this column, you stewards! Surely something happens around your bakeries of interest to the rest of our membership.

Have It Delivered Union.

People Starve As Costs Rise

WASHINGTON, D. C.—Millions of American workers still earn less than a bare subsistence, the Wage-Hour Division of the Department of Labor revealed.

A shocking report, prepared by the economics staff of the division, disclosed that at the peak of the war effort a year ago, when workers supposedly were enjoying high wages, nearly 5,000,000 were still being paid less than 40 cents an hour. The total may even be higher now, the report indicated.

Most of the five millions are in retail trade, service occupations, agricultural jobs and in local industries not covered by the 40-cent minimum established under the Wage-Hour Act.

Even among manufacturing industries, where the act applies, vast numbers of workers still are paid wages hardly sufficient to keep body and soul together, the report pointed out.

Out of 12,200,000 employed in such industries, over a million earn less than 55 cents an hour; 2,500,000 less than 65 cents.

What makes this picture all the gloomier, the division said, is the fact that "the war-born increases in the cost of living will largely re-in" and may even go considerably higher.

Because of the skyrocketing of prices during the war, the 40-cent an hour minimum under the Wage-Hour Act is now worth no more than 30 cents in buying power, the division explained. "Real wages" in all other brackets have been likewise drastically reduced.

This makes an overhauling of the minimum wage under the law more necessary than ever, the report stressed.

Upward revision of the present 40-cent minimum legal wage was one of the recommendations made by President Truman in his reconversion message to Congress.

The bill provides that the minimum wage of 40 cents per hour under the Fair Labor Standards Act of 1938 be increased at once to 65 cents, with subsequent increases over a period of two years until a minimum of 75 cents an hour is reached.

Among those invited to appear at the hearings are Lewis B. Schwellenbach, Secretary of Labor, and William Green, president of the American Federation of Labor.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933

Of The Indiana Teamster, published monthly at 28 W. North St., Indianapolis, Indiana, for October, 1945.

State of Indiana, County of Marion, ss:

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Scott Armstrong, who, having been duly sworn according to law, deposes and says that he is the present Editor of The Indiana Teamster, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher—Indiana State Drivers' Council, 28 W. North St., Indianapolis, Ind.
Editor—Scott Armstrong, 28 W. North St., Indianapolis, Ind.
Managing Editor—None.
Business Managers—None.

2. That the owner is: The Indiana State Drivers' Council, state organization of the Teamsters' Union, 28 W. North St., Indianapolis, Indiana.

3. That the known bondholders, mortgagees and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities are: None.

SCOTT ARMSTRONG.
Sworn to and subscribed before me this 2nd day of October, 1945.

ELEANOR TOWERS.
(My commission expires June 17, 1949.)

SAYS GORDON YOUNG—

Everybody interested in the City Movers' contract must begin to study hard now. Tell your Steward just what you want this time. Let's get the different views all together FAST, so we can get this new contract into shape, instead of dragging until next fall before action is taken.

LOCAL 520 SIDELIGHTS

By STEPHEN TOTH

U. S. Air Force take notice: Local No. 520 has a Caterpillar Club too. Our latest member to bale out while the truck was in the air is Adolph Farber, Sr. Adolph made a very nice three-point landing—nose, belly and knee. Adolph, who is employed by McKeown Transportation Co., was slightly injured when his truck turned over the other day.

The C. F. Braun Co., which has the contract at Sinclair Oil, is going along 100 per cent.

All drivers engaged at the coal and lumber yards were granted a 10-cent-per-hour increase and helpers received a 15-cent-per-hour boost, starting February 15.

I see where the bakery drivers in Chicago received a \$2.50-per-week increase. This is going to help us on our new contract.

Frank Boomerback has returned to Tri-City Beverage. Frank has been employed by Uncle Sam for the past three years.

James Gilchrist and Henry Duvar of Justak Trucking have also terminated their services with the armed forces. Welcome back, boys!

We have opened the Scrap Iron, Bread, Ready Mix Concrete contracts.

The big job at Standard Oil is going along in good shape. We have about 100 trucks working there.

There were two records broken at our last meeting: George Adams of Deep Rock Oil kept his mouth shut all during the meeting and Joseph Burba of Justak's made a speech, which is very unusual.

Walter Schubert of McKeown was going to make a speech. But by the time he prepared his talk, the meeting was adjourned and all the members were downstairs drinking chocolate sodas.

Pat Hess Advocates Election of Labor Friends

(From recent address before State Federation of Labor)

"We need more men elected to the Senate and House of Representatives who will be more liberal in passing legislation beneficial to Labor—who know that organized labor, in proposing and championing labor legislation, is not acting from a selfish motive. The unorganized have always profited most from liberal labor laws.

"It should also be remembered that all laws benefiting Labor—such as workmen's compensation, safety, child labor, women in industry, social security, and many others which Labor has sponsored—are being guarded closely by Labor, to the end that if they are amended it will be for better rather than for worse. These laws can be safeguarded only by placing men in both Houses who believe in the welfare of

Local 193 Men Sign for Plan

A report by Charles L. Eskew, steward of Teamsters



Union No. 193, says that 290 members out of 315 employed at the Aero Mayflower Transit Co. have signed for his new insurance plan.

which pays up to \$600 on personal effects, for an outlay of \$1.25 per month.

The plan, as explained previously in this publication, was worked out by Mr. Eskew with the American States Insurance Co. of Indianapolis.

The \$600 insurance covers personal effects such as usually are carried by a driver and on money and securities belonging to the driver or for which he is liable to his employer.

The policy insures against direct loss due to transportation hazards, including fire, lightning, windstorm, hail, riot, civil commotion or explosion arising out of the use of vehicles in the employer's business; collision or upset of such a vehicle; burglary, robbery, theft and larceny.

More 135 Service Men

Back on Their Trucks

Richard Everton, served 22 months in Seagoing Marine Corps aboard a U. S. carrier in Central and Southern Pacific. He was in action at Iwo Jima, Saipan and Leyte. He has five battle stars.

Chester A. Hancock, served in Africa and Italy with the 817th Signal Service unit, attached to the 5th Army.

Fred Stewart, served two years in the Far East.

Walter Lee Maupin, served in navy two years and was hit three times.

Willett Co. Signs Blanket Agreement

(Continued from page 1)

deliveries at off-line points en route.

(b) There shall be a minimum guarantee of eight (8) hours' pay at the minimum hourly rate of \$1.02 per hour on all runs over 160 miles for miles driven only. All time spent making pickups and/or deliveries at points en route and intermediate terminals shall be paid the \$1.02 minimum hourly rate in addition to the guarantee.

READERS' VOICE

Letters to this column must be signed, but names will be withheld if requested.

To the Indiana Teamster:

Dear Editor:

That man Collins does not know what he is talking about or he would not say what he did (in a recent *Indiana Teamster*) for the people are getting fed up on the stuff the daily newspapers are trying to make us eat.

What is the matter with that half-wit? We could live, too, if some one would give us our cats and place to live. But we have to pay \$11 a week rent, 45 to 50 cents a pound for meat, and for coal, light and clothes. That is, we buy clothes once in a while, if we can.

If these men want the people's wages cut let them start in the

front office of General Motors and let the big shots try to live on a few dollars a day. Then who would yell?

I do not blame the men for striking. All I hope is they stay out until hell freezes over. I am a coal miner's daughter, and I know what the little kids have had to go through when their dads make so little and the company so much. Yet when the men strike the damned people yell their heads off.

So let the working people have what is right, and if they have to strike to get enough to live on, then let them strike—that is me!

A. F. Kokomo, Ind.

Case Bill Denounced

(Continued from page 1)

peatedly since last August by the President, to help tide people over the roughest part of reconversion to a peacetime economy.

Yet there is no mystery, and should be no surprise, about why we are rushing to pass what is called the Case Bill.

Fathered by the National Association of Manufacturers, born from the womb of the National Republican Committee, mid-wifed by poll-tax Democrats on the House Rules Committee, the Case Bill is at the top of our calendar today because America's most powerful bankers and industrialists want it there.

With labor forced to take strike action to restore drastic wage cuts, the Case Bill is legislation for Morgan's U. S. Steel. It is legislation for Morgan's General Electric and Westinghouse corporations. It is legislation for DuPont's and Morgan's General Motors. It is legislation for Rockefeller's oil monopoly. It is legislation for Morgan's Swift and Co.

Aimed in the first instance at labor, the Case Bill is a critical beachhead in the war of America's biggest trusts against the American people. It is part of monopoly's open conspiracy to rob the consumer, to drive smaller and independent business out of competition and 12 million family-sized farms into bankruptcy.

Boiled down, the Case Bill would restore the dark days when any court would break a strike cheap by injunctions. It would make collective bargaining contracts a mockery by turning over to employer-minded judges the power to interpret labor agreements and working rules, and to assess crippling fines and damages.

In violation of constitutional guarantees of free speech and press, it seeks to outlaw boycotts, which are often as in the case of the McCormack-Patterson Axis press, the people's only means of destroying evil. It would pull the teeth of Labor Relations Act. It would repeal the Norris-LaGuardia Act, signed by President Hoover!

Part and parcel of the labor strife which the monopolies have provoked, which the Case Bill asks us to endorse by destroying the power of labor to fight back—part and parcel of this inspired labor strife is another national strike—a strike against OPA for super prices and super profits.

Only two days ago, we were informed that 3,000,000 shirts were being withheld from the market—stored in warehouses—while returning veterans, yes, and members of Congress too, go shirtless. The game is keep these shirts in warehouses until the shirt manufacturers get their way with OPA.

The *Baltimore Sun* made a similar discovery trying to find why the returning veteran had to seek out a tailor to get the brass buttons taken from his khaki, his overcoat cut down, or his old moth-eaten "civvies" made over instead of being able to walk into a store and buy a new suit of clothes. The *Sun* found that 750,000 new men's suits are in storage in Baltimore, Philadelphia and New York alone—a plain sit-down strike against price control.

The Morgan controlled electrical industry—until they forced a strike for wages to meet the increased costs and the decreased take-home pay of their workers—was producing electrical equipment. But no one could buy a radio or a vacuum cleaner. They're in warehouses, too, part of the monopolist conspiracy to rob the American consumer.

And this morning the heat is on for the scalp of the greatest friend of the American consumer, a man who has the guts to fight for the little man and woman, Chester Bowles. How the profiteers hate Chester Bowles—how their mouthpieces, like Fulton Lewis, Jr., rage against him!

Let me remind you that the source of the production sit-down, the source of the demand for the end of OPA, and the source of the Case Bill, are one and the same.

MAHONEY'S MEN IN CLOTHING COLLECTION

Sweeney Says Firm Incites To Violence

(Continued from page 1)

the NLRB by Hugh Gormley, regional representative of the AFL.

The armed strikebreakers knocked down and trampled one woman picket, Mrs. Evelyn Parke of Frankfort, says *The Lebanon Reporter* of February 14.

S. A. Sweeney, AFL organizer, charges that the Hicks Company incited trouble on one particular occasion by ordering workers from plant No. 1 to go through the picket lines at plant No. 2. Mr. Sweeney also charged that the "riot" was organized by Frank Wells, sales manager for the company. Mr. Sweeney said Mr. Wells was the leader of the "premeditated march by employees from plant 1 to plant 2."

"These workers were organized strikebreakers," Mr. Sweeney stated. "Frank Wells was the leader of the movement to get workers to come from plant 1 and slug their way through our picket lines. We claim that Wells has imported 'strikebreakers,' and we now claim that the Hicks Company has incited a riot. Many of the mob were men who do not work in plant No. 1."

The Hicks Company has been notoriously anti-labor ever since it started making bodies for automobile buses years ago. It has resorted to all the company union plans and other pious schemes for keeping down wages devised by its patron saint, the National Manufacturers Association.

During the war, however, in order to get fat contracts making ambulance bodies for the government, Earl Hicks, company president, was required to recognize organized labor.

Once the government contracts were obtained, he started fudging, according to union officials, and grew bolder in defiance of government regulations as the War Labor Board went into senility and final dissolution.

The resulting mutual ill-feeling between management and labor crystallized when Hicks started to erect a new factory building and decided to save money by having the work done by his factory hands rather than by building tradesmen.

As reported in *The Leader*, official publication of the Indiana State Federation of Labor:

The complete history of the sordid Hicks case was told the labor delegates from all over the state at the Mid-Winter Conference by mild-mannered Herman Baumert, union secretary.

He explained that the union's contract with the company is on a yearly basis with a stipulation that 30 days before the expiration date the union present any new amendments.

Back in June, 1944, he related, after a half dozen conferences with company officials, contract negotiations broke down when the company proposed an "open shop or nothing."

No Contract, No Work

The union members refused to work without a contract. The company called it a "strike." The union claimed a "lockout."

Two weeks later the War Labor Board instructed union members to go back to work; all did, except five officers. They were fired and sued for \$50,000. The War Labor Board then ordered the company to reinstate the five officers at full seniority.

Baumert stated that the union postponed contract negotiations at the behest of the company which

pleaded it wanted to complete a war contract with the government. Excuses about the contract renewal were culminated last May when the union voted 189 to 8 in favor of a strike. But the strike was not called.

The company continued to carry on a ruthless campaign of sniping at the union. The shop superintendent, who was a union member, was "framed and discharged." The right of shop stewards was taken away. The union tried to iron out these differences but didn't get any place.

"So then last October 31 they asked the welders in the plant to go out and do construction welding; in other words to scab on the building trades, and they did not go," Baumert said. "So they picked out the shop steward there and he didn't refuse to go out but he did stipulate before he would go out that he wanted to clear up things with the building trades."

"Well, they wouldn't do that. Instead they called the union president into the office. He asked them to call the committee in but they wouldn't deal with the committee. That evening they called a welder in with the president and the president again asked the company to deal with the committee. They refused. The welder was discharged for refusing to scab on the construction job."

"The next morning, November 1, we found that the company had locked all the doors and the gates of the plant. There hasn't been a man or woman in the plant since, including the foreman."

Baumert alleged that efforts of both state and national conciliators to see Mr. Hicks were futile. Once the conciliators were informed he was in Florida and the second



Here is a photograph which appeared recently in the Muncie Star, showing officials of Teamsters Union No. 369 and others who helped in the Victory Clothing Drive in that city and its vicinity. D. E. (Pat) Mahoney, secretary-treasurer of the Teamsters, stands second to extreme left in the picture. Others, left to right, are: John Moffield, representative of Local 369; Lloyd Thrush, AFL organizer; Paul Kuhns, representative of Local 369; Norman K. Durham, chairman of the Clothing Drive, and Harold Wallace, principal of the Jefferson School. The rest are school boys and others who assisted in the loading.

News Notes From 543, LaFayette

By S. W. HELTON

We have been getting "Curly" Lock, a Trustee, out of bed a few mornings to help us at Hicks, but you can always bet that Curly is not going to be left without his hat, as that is the first thing he puts on when dressing.

The factory workers at Ingram-Richardson in Frankfort have been on strike for four weeks and that throws our drivers there on the sidelines. But things are looking better out that way.

More boys back from service:

time he was reported in California. "But he was in Lebanon both times—and that is how it has gone," he added.

Hugh Gormley, who has been in Lebanon several times to advise and confer with union members, declared that the company has steadfastly refused to meet with a commissioner from the U. S. Department of Labor for the last three months. He said:

"The company tried to agitate and force a lockout and strike on these employees all during the summer of 1945. It refuses to carry out the agreement ordered by the War Labor Board and has violated it numerous times."

"The union has at all times lived up to all provisions of the agreement and took all grievances through the proper channels, which the company ignored and refused to bargain on."

George Harrison, E. T. O. veteran, back at Milner Provision Co.; Harold Ellett, back with Scheirer Construction Co. after 49 months in service; Omer Stults, back at Hayes after a long lapse.

Dump truck agreement has been approved by Joint Council and the International, and negotiations will start very soon.

Tom Shoaf has quit driving for the Indiana Lock Joint and gone into grocery business at 1018 Warehouse Street. Tom is a fine boy and we wish him well.

THINGS I SEE AROUND 1-9-3

By BERNARD YOUNG

George Hampshire, don't you fail to phone Betty, the big Squeeze of Rhoades Transfer Co. For there is a chance you can get lost in a big burg. Or is that why you phone every few minutes? As if we don't know why!

All the personnel at Rhoades Transfer seem to report everything is just about all right at this time. That's funny, too.

Up Hogan Storage Co. way, seems all the boys are just wondering why Jake Sloan has not got around, yet to see them. Well let's say it's just a plain case of, he in-

No. 369 Muncie Hauls Bundles

MUNCIE—Muncie and Delaware County residents donated 16,500 pounds of clothing for the aid of people in war-ravaged countries during the recent Victory Clothing Collection, Norman Durham, chairman of the local drive, has announced.

The 100,000 garments, amounting to a carload, were shipped from here early this week. Pat Mahoney of Teamsters Union No. 369, was in charge of the loading and shipping, assisted by members of the union.

Under Mr. Mahoney's direction, the Union Teamsters picked up the garments at the various collection centers and hauled them to a railroad siding, where they were loaded into a freight car.

Boy Scouts of Troop 7 of Center School conducted a drive in their community of Burlington during the local campaign, and collected an average of two garments per person, Mr. Durham reported. Hurston S. Graham is scoutmaster of the troop. Other drives were conducted by the children of Burris and Jefferson schools.

tends to take a good rest first, along with getting a few odd chores done.

House man up Meridian Street way seems to have been crowded the other day by Mayflower trucks, unloading, and having a case of shortage of help along with them. It happens to all of us.

Around Shank Warehouse Co. Sam Thomas is out of the Red now. For the past little time he has been confined at home with a very bad case of Pink Eye. He is back on the job again. Here's hoping he does not have to go through with this again very soon, if ever!

Brother—Can you spare a dime? Some had to spare a dollar by not attending the last meeting. Let me tell you something important. It's been a long time since the old meeting room has been so crowded. For a little bit there began to be signs of distress. A little more and the walls would have had to be set out to handle the attendance.

Now that's just what it takes to get things done—a large attendance at all these meetings. Make the next one, March 8, even better than last month. Every month can be as good, and some perhaps better.

No Steward seemed to have a single item of news the past meeting. So looks like every barn must be right up to snuff, so to speak. And that's the way we want to see things!

It's very heartening to some of the old Brothers, who have failed to attend until last meeting, to find a growth in the local. They want to throw a nice party soon as possible to show the new members that Local 193 is proud to have them as brother craftsmen.

Haven't got the straight of it yet, but there seems to be something wrong going on up North Side Transfer way. Give a calf enough rope it will hang itself. Am told Business Agent might snoop around, and that way we might find out sooner just what it's all about.

Hicks Plant Picketed for Breaking Contract



Pickets are maintaining a constant vigilance at the office building and plants of the Hicks Body Co. at Lebanon. The picketing began last November 1 when the company locked the doors and gates. The signs carried by the union men state: "Hicks Body Co. Unfair to Organized Labor" and "Hicks Body Co. Fires Veteran."